| CACHAILL management | rigade niga kirano (1,2000), renderante istori mili selentance karaco (1,4 a chemistro escapio), rigado paramen | OTIO IIZO . OIA IXDI OZ | -00457R015000040003-2 REPORT NO | 25. 25 |
|---|--|---|---|--|
| OPIC Sc | Wiet Troop Trains | et manden i den 19 de des des des des des des des des des | BRES GARRIER SAME WEIGHOLD , GRANDEN A GEW A GROUND BE, LEGISTHAGOGROUP (LABORIER) . Ser diameter | Charge (Charges) with militarity and collecting and |
| EVALUATION | 25X1 | CE OBTAINED 25 | | othan rankation delegational relations (2013 only 2014 only 2015) |
| ATE OF CONTENT | 4 to 10 October 705 | | tten | erren eta distante erro de erandolo, o protontado antimen |
| ATE OBTAINED | 25 | X1 DATE PREPARE | D 27 October 1952 | ANTER ANTERCASSION ANTERSON TO STANDING CONTRACTOR CONT |
| EFERENCES | 25X1 | | pastrospicija identarizaje sud | ER TO AN ORNOR MAN TO SERVE AND THE COMMENT OF THE SERVE AND ASSESSED. |
| GES | TOP overance | • | | |
| EMARKS | | | | |
| Sum | eary of paragraph 1 was | previously report | ed 25X1 | anne cernilation di viagony, calcustor (distante a propiestor) |
| Bloffer (19) (Майский (Майский и поветский какерия (Майский (Maickid (Mai | notes viennes alles anticettes fre end a dell'example allebrations bounds i legicità annules e de l'allebration ad | | SE V- F F F F F F F F F F F F F F F F F | e versum werden der stellen versum eine sommer in stellen stelle der stelle som eine stelle so |
| OF 12 Inc. Unique recents schools from representation in princes. | | n r r | | |
| | | | ERENCE COR | |
| | | | DO NOT GIRCULATE | f |
| .5X1 | following troop trains | usava - in - | Berlin | |
| 5X1 | between between | en 6 and 10 Octobe | pr 1952: | |
| 25X1 Date in October | Composition of Troop Trains | From | To | 25X1 |
| 25X1 6 | 20 boxcars | | | |
| -0/(1 | 20 boxcars | Neustrelitz | Dallgow-Doeberitz | |
| | 11 boxcars | Neustrelitz Neustrelitz | Dallgow-Doeberitz Neuruppin | |
| 20/(1 | | | | |
| | 11 boxcars 1 boxcar and | Neustrelitz | Neuruppin | |
| 7 | 11 boxcars 1 boxcar and 26 flatcars 1 boxcar, 10 converted boxcars | Neustrelitz Wiesenburg | Weuruppin Crawinkel | |
| | 11 boxcars 1 boxcar and 26 flatcars 1 boxcar, 10 converted boxcars and 24 flatcars 5 boxcars, 6 converted boxcars | Neustrelitz Wiesenburg | Neuruppin Crawinkel ~iesonburg | |
| | 11 boxcars 1 boxcar and 26 flatcars 1 boxcar, 10 converted boxcars and 2h flatcars 5 boxcars, 6 converted boxcars and 19 flatcars 1 boxcar, 7 converted boxcars | Neustrelitz Wiesenburg Erfurt Brandenburg | Neuruppin Crawinkel "iesenburg Dessau | |
| | 11 boxcars 1 boxcar and 26 flatears 1 boxcar, 10 converted boxcars and 24 flatears 5 boxcars, 6 converted boxcars and 19 flatears 1 boxcar, 7 converted boxcars and 23 flatears 10 boxcars and | Neustrelitz Wiesenburg Erfurt Brandenburg | Weuruppin Crawinkel "iesenburg Dessau Ohrdruf | |
| | 11 boxcars 1 boxcar and 26 flatears 1 boxcar, 10 converted boxcars and 24 flatears 5 boxcars, 6 converted boxcars and 19 flatears 1 boxcar, 7 converted boxcars and 23 flatears 10 boxcars and 24 flatears 2 boxcars and | Neustrelitz Wiesenburg Erfurt Brandenburg Wiesenburg | Neuruppin Crawinkel "iesenburg Dessau Ohrdruf Ohrdruf | |

Approved For Release 2004/01/28 : CIA-RDP82-00457R015000040003-2

| | | | 25X1 | | | | |
|--------------|---|---------------------------|-------------------|-----------|----------------------------------|-------------------|-------------------------|
| | Z) is | CRET | | | 25X1 | | |
| | | | | | | | |
| | × | • | - 2- L | | | | 25X1 |
| 8 | 10 boxcars and 45 flatcars | | Hrandenburg | | Dessau | | 20/(1 |
| | 6 boxcars and 32 flatcars | | Templin | | Dessau | | |
| | 17 boxcars and 47 flatears | | Premnitz | | Dessau | | |
| | 44 flatears | | Tiesenburg | | Crawinkel | | |
| | 11 boxcars and 37 flatears | | Brandonburg | | Dessau | | |
| 9. | 6 boxcars and 33 flatcars | | Dessau | | Cross Pehnit | z | |
| • | ll boxcars and 47 flatcars | • | Dessau | | Buschow | | |
| | an undetermined number of cars | | Alt engrabow | | Rathenow | | |
| | an undetermined number of cars | | Altengrabow | | Nildpark | | |
| 10 | an undetermined number of cars | | Altengrabow | | ildpark | | |
| 2. | Orders by the Sov headquarters incl | riet transpo uded: | ortation headq | uarters 1 | to the Perlin | railro | ead district |
| 25X1 25X1 | · | .2 cars bow | nd for Cuttbus | cars bo | and for Meinso aded at the Ju | lorf, a leterk | ed shuttle- eg-Altes |
| 25X1 | On 7 October. The Seddin were redis | e troop tra patched to | ins the Halle rai | lroad dis | strict, | | irom |
| | On 9 October. Sh railroad stations Buschow and Premn | : Rathenov | | | | | |
| 25X1 | | (,), | | | | | |
| (1) | Comments. | | | | | | |
| (5) | and recruits from these transit points to their posts. | | | | | | |
| (2) | 2) On 6 October 1952, three troop trains from Wiesenburg to Crawinkel were reported by the same source. It was assumed that these trains possibly carried elements of the 13d Army Arty Pair which returned from Altengralow to the area of the Eighth 3ds Army. The assumption in the | | | | | | |
| | reference report, however, is no longer valid, as, according to another source, units of the Eighth Eds Army, including tank and AT gun units, were concentrated in the Tiesenburg area probably for field enercises. Thus it is believed that the troop trains mentioned in the reference report and the trains in the present report went empty from Tiesenburg to Obrdruf and Crawinkel, after they had been used for the transportation of units of the Lighth Ms Army. | | | | | | |
| | | | | | | * | |

Approved For Release 2004/01/28: CIA-RDP82-00457R015000040003-2

| | 25X1 | • | | |
|--------|------|---|------|--|
| SECRET | | | 25X1 | |
| | | | | |
| | | • | | |

These troop trains possibly transported units which were to participate (3) in the field exercises in the Dessau area, probably of the lighth Gds Army. The troop trains from Brandenburg and Premnitz probably carried elements of the 124th MV Mow Arty Brig (US) and the 25th AL Brig respectively. The troop trains from Altengrabow probably carried components of the 6th and

(4)the 34th Arty Div (US) back to their home stations. These units had not left

25X1 Altengrabow for the fall maneuvers on 18 and 19 September 1952.

The assembling of shunting locomotives at the railroad stations mentioned indicates that the second fall maneuvers by units of the Fourth 2ds Secz Army from Templin held in the area south of Rathenow were completed on about 9 October 1952. Compare with the information on transportation of

25X1 these units between 2 and 5 October 1952.

| | 25X1 |
|--------|------|
| SECRET | |